



## Confirmed public minutes of the Regional Transport Committee meeting on 18 February 2020.

Council Chamber, Greater Wellington Regional Council  
Level 2, 15 Walter Street, Wellington at 11.03am.

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### Members Present

Councillor Staples (Chair)	Greater Wellington Regional Council
Mayor Baker	Porirua City Council
Mayor Barry	Hutt City Council
Councillor Cootes	Kāpiti Coast District Council
Deputy Mayor Emms	South Wairarapa District Council
Mayor Foster	Wellington City Council
Mayor Lang	Carterton District Council
Mayor Patterson	Masterton District Council
Deputy Mayor Swales	Upper Hutt City Council
Emma Speight	New Zealand Transport Agency

### Public Business

#### 1. Apologies

Moved: Mayor Lang / Deputy Mayor Swales

That the Committee accepts the apologies for absence from Mayor Beijen, Mayor Guppy, Mayor Gurunathan, Councillor Ponter, and Mr Gordon.

The motion was **carried**.

#### 2. Declarations of conflicts of interest

There were no declarations of conflict of interest.

**3. Public participation**

There was no public participation.

**4. Confirmation of the public minutes of the Regional Transport Committee meeting on 3 December 2019 – Report 19.510**

Moved: Deputy Mayor Emms / Councillor Cootes

That the Committee confirms the Public minutes of the Regional Transport Committee meeting on 3 December 2019 – Report 19.510, as amended.

The motion was **carried**.

The Committee accorded priority to agenda item 10 – *Let's Get Wellington Moving* update.

**5. Let's Get Wellington Moving update – oral update**

Andrew Body, Programme Director, updated the Committee on the Let's Get Wellington Moving project. Mr Body advised that the *Let's Get Wellington Moving* programme team will be going out to the councils in the Wellington Region to discuss what delivery means for them. Mr Body advised that *Let's Get Wellington Moving* programme team will approach the councils in February 2020 to coordinate their visits.

The Golden Mile, Thorndon Quay, Hutt Road, and State Highway 1 East were identified as early deliverables. From 24 February 2020, online consultation on the central Wellington city speeds will begin. Wellington City Council will consider submissions in April 2020 and will be looking to mid-2020 to implement any changes. Early engagement on the proposal (6 November to 15 December 2019) showed a general support for most streets to be reduced to 30km per hour on inner city streets.

**6. Strategic Framework for the Regional Land Transport Plan 2021 – Report 20.21**

Amy Helm, Senior Strategic Advisor, Regional Transport, spoke to the report.

Moved: Mayor Patterson / Mayor Foster

That the Committee:

- 1 Notes the Wellington Regional Land Transport Plan 2021 is being developed in two parts. The draft strategic 'front-end' will be released for engagement in June 2020. The regional programme of transport activities, that forms a bid for funding from the National Land Transport Fund, will be developed in the latter half of 2020 and released for engagement in early 2021.
- 2 Notes that the previous Regional Transport Committee participated in workshops to shape the draft strategic framework for the Wellington Regional Land Transport Plan 2021.
- 3 Notes that the structure of the strategic framework has been agreed by regional/unitary councils throughout New Zealand and Waka Kotahi NZ Transport Agency as part of a new consistent approach to Regional Land Transport Plans.

4. Agrees the core elements of the draft strategic framework, presented in paragraph 16, including the word “accessible” into the vision statement (including the preferred option for headline targets), provide the long-term 30 year direction and the foundation for ongoing development of the Wellington Regional Land Transport Plan 2021.
5. Notes the next steps are to complete development of the strategic front-end, including 10 year transport investment priorities, and to agree the programme prioritisation methodology.

The motion was **carried**.

**7. Proposed variation to the Regional Land Transport Plan 2018 – Porirua City Council Activity Management Plan – Report 20.15**

Helen Chapman, Senior Transport Planner, Regional Transport, spoke to the report.

Moved: Ms Speight / Mayor Baker

That the Committee recommends to Greater Wellington Regional Council that the Wellington Regional Land Transport Plan Programme 2018-21 be varied to include the Porirua City Council Transport Activity Management Plan.

The motion was **carried**.

**8. Progress reports of the Wellington Regional Land Transport Plan Programme 2018-21 (July to Decemver 2019) – Report 20.6 [for information]**

Helen Chapman, Senior Transport Planner, Regional Transport spoke to the report.

**9. New Zealand Transport Agency update – oral update**

Emma Speight, Director General Relationships (Lower North Island), updated the Committee on New Zealand Transport Agency (Transport Agency) programmes.

Ms Speight informed the Committee that the Transport Agency has been holding National Land Transport Programme (NLTP) information sessions with local government in February 2020 (the Wellington information session was held on 5 February 2020). These sessions discussed:

- a. The proposed changes to the Investment Decision-Making Framework (IDMF)
- b. Arataki, the ten year plan on what is needed to deliver the Government’s objectives for the land transport system
- c. What is needed for the Transport Agency Investment Proposal (TAIP)
- d. How the Transport Agency is supporting the development of the next RLTP.

Ms Speight explained Arataki. It is a strategy-led approach and provides a broad view of the needs of the whole land transport system. It looks at all of the levers available to the Transport Agency to achieve the Government’s long-term objectives.

The Transport Agency is also looking at mode shift and plans to grow the share of people walking, cycling and using public transport. It is a critical role in improving the wellbeing of New Zealanders by providing a safer, more accessible and sustainable transport

system. The Transport Agency launched the 'Keep Cities Moving' plan to help deliver on social, environmental and economic outcomes. The Minister of Transport asked the Transport Agency to work with the major urban centres to develop mode shift plans for Auckland, Hamilton, Tauranga, Wellington, Christchurch and Queenstown. For Wellington, the Transport Agency is building off the work underway through the RLTP and the Wellington Regional Growth Framework.

*Road to Zero* is the Government's new road safety strategy for 2020-2030. It focuses on reducing deaths and serious injury by 40 percent on roads, cycleways and footpaths over the next 10 years. It adopts a Vision Zero approach – to have no deaths or serious injuries in road crashes. There are five focus areas:

- a Infrastructure improvements and speed management
- b Vehicle safety
- c Work-related road safety
- d Road user choices
- e System management.

The Tackling Unsafe Speeds package includes the introduction of safer speeds around schools (maximum of 40km/h around urban schools and 60km/h around rural schools) and encouragement for reduction of speeds in the wider school area. The package also changes how speed limits are set. It also increases the number of safety cameras on the network, and transfers the ownership and operation of speed cameras from New Zealand Police to the Transport Agency.

The Melling Interchange was included as part of the New Zealand Upgrade Programme. A new intersection will be built to improve safety, access to walking, cycling and public transport. It supports flood protection and the revitalisation of Lower Hutt. It will mean the relocation of the railway station and new park and ride facilities. Construction will start late 2022, with an expected completion of 2026. Further details of the programme will be available in March 2020.

State Highway 58 safety improvements includes road widening, roadside and median safety barriers, two new roundabouts and bridge widening. Construction of Stage 2 is expected to be completed by mid-2023. The current Stage 1 programme is delivering safety improvements for Hayward's Interchange to Mt Cecil Road and is expected to be completed by mid-2022.

The rail upgrades announced in the package provides for capacity growth in passenger and freight services. It'll improve the network capacity and safety through additional tracks, level crossing upgrades and removals and introducing a modern safety system. It includes refurbishing current rolling stock, and safety and capacity improvements for the Wellington Railway Station junction. A second platform at Featherston and passing infrastructure at Carterton and Maymorn will also be built.

The Transport Agency has been investigating the way people will travel and navigate the regional network when Transmission Gully opens. Modelling shows that local roads and intersections will operate at the same or better levels of service in both the morning and evening peaks. The Transport Agency is developing communications plans to advise

travellers about the changes to the Wellington regional network and what to expect. Transmission Gully is scheduled to open to traffic before Christmas 2020.

#### 10. KiwiRail update – oral update

Michael McKeon, Programme Director, Wellington Metro, presented on the Wellington Metro Rail Network: relationships and upgrades.

The Wellington Network Agreement 2011 is an 85 year term contract between Greater Wellington and KiwiRail. The Metropolitan Rail Operating Model reset and defined the roles and responsibilities of each organisation. Greater Wellington is responsible for “above rail” (train and passenger) and KiwiRail is responsible for “below rail” (infrastructure).

The principles of the Wellington Network Agreement are that the parties (KiwiRail and Greater Wellington) pay for the access they use and service standard they require. Greater Wellington pays for all of the functions required to accommodate Metlink operations, at full overhead costs. There is no KiwiRail profit margin, but meeting agreed service standards earns a “Performance Fee”. The principles are designed to ensure a focus on service and continuous improvement.

KiwiRail is replacing the remaining legacy traction overhead line systems and the remaining 3300 volt signals power supplies. The renewals are currently 67 percent complete, and have a completion date of June 2021. The renewals are needed before the system becomes unviable. KiwiRail is also renewing tracks, and upgrading drainage on the Upper Hutt to Masterton line, Tawa and Rimutaka tunnels, and replacing sleepers in the Johnsonville and Paekākāriki tunnels. This work is fully funded through to financial year 2026, but working to a financial year 2024 completion. Other upgrades are to increase capacity and resilience with double tracking Trentham to Upper Hutt, upgrading the Plimmerton station to terminal, and strengthen traction power supply.

The Government’s infrastructure investment package is worth \$211 million. The first component is \$126 million to prepare the network for new trains and increased services. This removes the need to include infrastructure investment in Greater Wellington’s business case for new trains and increased services. This is currently in the planning phase with financial year 2025 as the target for new trains and enhanced services.

Package two is for \$70 million. This package provides for increase capacity and safety on Wellington Railway Station approaches by streamlining track layout, and providing additional trackage paths and new signalling. The package is in the early planning phase. There is also an additional \$15 million for KiwiRail-owned regional passenger rail rolling stock, including existing Capital Connection until it is replaced.

Complete re-signalling of the Wellington Metro Network is a future project expected to gain funding approval in the next few years. This will eliminate all remaining legacy signalling systems. The re-signalling will provide a new system configured to support future service aspirations. The re-signalling will integrate information from other systems to assist with management of train and rail operations and assets.

**Noted:** Mayor Foster left the meeting at 12.33pm during questions on the above item.

## 11. Regional Growth Framework update – oral update

Kim Kelly, Programme Director, Wellington Regional Growth Framework (WRGF), updated the Regional Transport Committee on the role of the WRGF, and explained the phases of reporting.

The Foundation Report has two key parts - context and challenges. The context is the situation now and has been developed from available data sources. It will be updated with census data, collated (WRGF) regional information and any new information that comes available.

The challenges have been developed from engagement with staff from central and local government and other stakeholders, and those involved in Māori economic development planning. There are four key challenges:

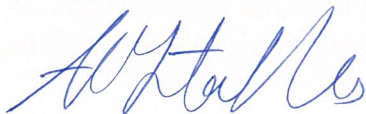
- a The region lacks sufficient and affordable housing supply and choice
- b Many of the urban areas in the region are vulnerable to the impacts of natural hazards and climate change
- c There is inequitable access to social, educational and economic opportunities
- d Mana whenua and Māori in the Wellington Region have poor access to affordable housing choices.

The next phase is to develop the Options Report. The methodology will have four phases:

- a Scenarios – what urban form and activities will be enable each scenario
- b Develop plan and programme options – refine ideas and options and build realistic programmes that deliver on multiple outcomes
- c Assess the options – assessment of programmes against project objectives using relevant criteria
- d Identify preferred spatial plan and programme – identify a preferred urban form and programme of activities.

**Noted:** Mayor Foster returned to the meeting at 12.37pm during the presentation of the above item.

The meeting closed at 12.48pm.



Councillor A Staples  
Chair

Date: 25 June 2020